

Schneider Cup

At present no British entries are tabled for this event. The Americans, at least, are leaving nothing to chance and every effort possible will be made to lift the Cup. They are sending over four machines, from which to select the final three to represent the United States. The pilots will be Lieut. Frank Wead, who is in charge, Lieut. A. W. Gorton, Lieut. Rutledge Irvine, and Lieut. Rittenhouse. The machines are due to arrive in this country on August 25, and they will have a full month's practice on the course. Arrangements have been made to house the machines at Saunders' of Cowes.

A Salute to the R.A.F. Memorial

"FROM a high window back of the Strand—the same from which one of the fighting men it commemorates used to watch the London skies—I saw this morning the aeroplanes saluting the R.A.F. memorial.

"They came singly, skimming low over the huddled roofs and sometimes tilting till the sun flashed them into silver.

"Over the river they dipped out of sight in their journey of homage, and then rose, wheeled round the Victoria tower and soared out of sight again into a pearly sky—a moving and beautiful little ceremony to those who were privileged to see it."—A Londoner's Dairy."

Our Airship Scheme

SPEAKING at the annual meeting of the Air League of the British Empire, at which he presided on the 18th inst., the Duke of Sutherland, Under Secretary for Air, in the course of his remarks said: "I am hopeful of a decision being taken very shortly on the big airship scheme which is before the Imperial Defence Committee of the Cabinet. I believe the scheme will turn out a very far-reaching one, both as a means of linking up our Empire and making the Far East our eventual goal. We shall gradually move by stages in that direction, first possibly to Egypt, then to India—perhaps in 72 hours—and then on round the world."

Another Around-the-World-Flight Attempt

THE annual report of the Air League of the British Empire announces that an attempt to fly round the world is shortly to be made by three distinguished flying officers, Capt. E. J. K. McClaughry, Capt. F. Tymes, and Mr. R. H. McIntosh. This flight, it states, is highly thought of by the Civil Aviation Department of the Air Ministry, who are giving practical effect in many ways to their appreciation of its chance of success.

Second Trans-American Flight Fails

ON July 19 Lieut. R. L. Maughn started on a second attempt at a dawn-to-dusk flight across the United States. Leaving New York at 4.8 a.m. (Eastern time) on a Curtiss-Persuit biplane, he was forced to land at Cheyenne, Wyoming, owing to engine trouble. Proceeding, he covered another 240 miles before he was again forced to land at Rocksprings, when he had to abandon the attempt. He had then flown 1,922 miles in 15 hours, and only had another 700 odd miles to cover.

A Portuguese Around-the-World Flight

CAGO COUTINHO and Saccadura Cabral, who last year flew from Lisbon to Rio de Janeiro, are, it is reported, to make an attempt to fly round the world. The journey will be divided into three sections: Lisbon-Japan, Japan-Newfoundland, and Newfoundland-Lisbon. The scheme is being financed by the Portuguese Government, and Brazil has been invited to participate.

Munich-Budapest Air Line

THE daily air service between Munich and Vienna has now been extended to Budapest, the initial flight over the whole section being carried out on July 16 last. On this occasion the first stage, Munich-Vienna (by aeroplane) took 1 hour 40 mins., the second stage, Vienna-Budapest (by seaplane along the Donau river) taking 1 hour 20 mins., or a total of 3 hours.

An Enterprising Corporation

It is refreshing to note that the Gloucestershire Corporation are thoroughly up to date, and seemingly alive to the important position aviation holds, or should hold, today. As will be seen from an announcement elsewhere in this issue, the Corporation invite tenders for the right to give aeroplane flights on the occasion of the City of Gloucester Barton Fair and Mops, which takes place from September 27 to October 14 next. Probably this enterprising spirit is due to the inspiring influence of the Gloucestershire "Bamel"?

SOCIETY OF MODEL AERONAUTICAL ENGINEERS (London Aero Models Association)

On Friday, July 20, Mr. Kingston brought to Headquarters a new glider of very original design, the trials of which will be awaited with interest.

Saturday, July 21, was appointed as a day for attempting to break records at Sudbury. The object of the meeting was not achieved, but some good flights were made.

August 1 is the closing date for the first session of the Photographic Competition. Entries should be sent to the Competition Secretary, Mr. C. Bayard Turner, 21, Lanercost Road, Tulse Hill, S.W. 2, as soon as possible. It is pointed out that this competition is open to all—viz., members and non-members.

On Friday, August 3, at Headquarters, 20, Great Windmill Street, Piccadilly, W. 1, Mr. C. Bayard Turner will read before the members a translation of a paper on "Tests with Rubber Motors," by Mr. Michielsen of the Hague Aero Club.

A. E. JONES, Hon. Sec.

PUBLICATIONS RECEIVED.

U.S. Department of Commerce. Circular of the Bureau of Standards, No. 138. A Decimal Classification of Radio Subjects—An Extension of the Dewey System. March 21, 1923. Government Printing Office, Washington, D.C., U.S.A.

Report on the Economic, Financial and Industrial Conditions of Finland, March, 1923. By C. H. Mackie. Price 2s. 1d. post free. London: H.M. Stationery Office, Kingsway, W.C.

Revue Juridique Internationale de la Locomotion Aérienne. June, 1923. Edition Aérienne, 4, Rue Tronchet, Paris.

Scientific Papers of the U.S. Bureau of Standards: No. 469. Directive Radio Transmission on a Wave Length of 10 Meters. By F. W. Dunmore and F. H. Engel. April 11, 1923. U.S. Government Printing Office, Washington, D.C., U.S.A. Price 10 cents.

AERONAUTICAL PATENT SPECIFICATIONS

Abbreviations: cyl. = cylinder; I.C. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.

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